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No. 16,080.

號七十月一十年四十四百九千壹英

HONGKONG, TUESDAY, NOVEMBER 17, 1914.

黃甲次歲年三國民華中

PRICE, \$3.00 Per Month

THORNE'S
No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, HONGKONG.

THE FIGHTING IN TOGOLAND.
Englishman's Vivid Story.

"I think this life is doing me a lot of good," wrote Mr. Saxby Wellcott, A.M., C.E., son of the Vicar of Totnes, in reference to the exciting events that led to the surrender of Togoland by the Germans. The German garrison consisted of their capital, and certainly the finest town in West Africa on our approach, and situated on Atakpame, where they have the second most powerful wireless installation in the world, communicating direct with Berlin, trans-fering to their South and West African territories. So Atakpame is our objective, and a tough one to tackle. They have 500 white soldiers, and we have only 50 whites at the most. They have blown up the railway bridge about 150 yards from here, which we are expecting to have repaired. They ran an armoured train down yesterday—passed through our advanced guard without knowing it, and encountered our main column. Result—15 German prisoners, two killed (several natives as well of course), and on our side one white wounded and two natives killed; their column broken up, and two trains' ammunition, and prisoners captured. They have electrified their wire communications at Atakpame and united the river, so we shall have some fun yet. I have incited my pliers with a spare inner tube, and to-morrow am pushing on through the bush track with my motor and side-car and four days provisions on my "mountain work." In another letter Mr. Wellcott writes: "Three of us, two French officers, and 30 Senegalese advanced on this river three days ago. Information was that it was held by one German and eight native soldiers. They blew up the line within 400 yards of us in three places. We came on at the double, and as we came up their side of the broken bridge they opened fire on us with between two and three hundred rifles and three machine guns. God knows how we escaped. We were under fire for two hours—unable to get away, returning it when we could. I got left behind (the terrible country to see in), but managed to get back to my motor and side-car, started her up, and got her five miles with a wounded man, having to carry over two bridges. She weighs over five tons. I lay in a pool of water as I was for half an hour, then managed to get on again and get back to Matze, another 12 miles. The main column came on at once, and we fought all next day, taking the place the following morning. Our previous advance, although made in itself exposed their position and strength, and helped a lot to our final success. Anyway they are all very pleased. I get a medal and bar, probably two (English and French). We lost 90 killed and wounded out of 500. If you look up the account of previous wars, I think you'll find it the hottest fight for 30 years. Our next step will be to take Kamina or Atakpame. They are giving me a commission. Shall get away from here (Togoland) for a month or six weeks. Quite fit, but very dirty."

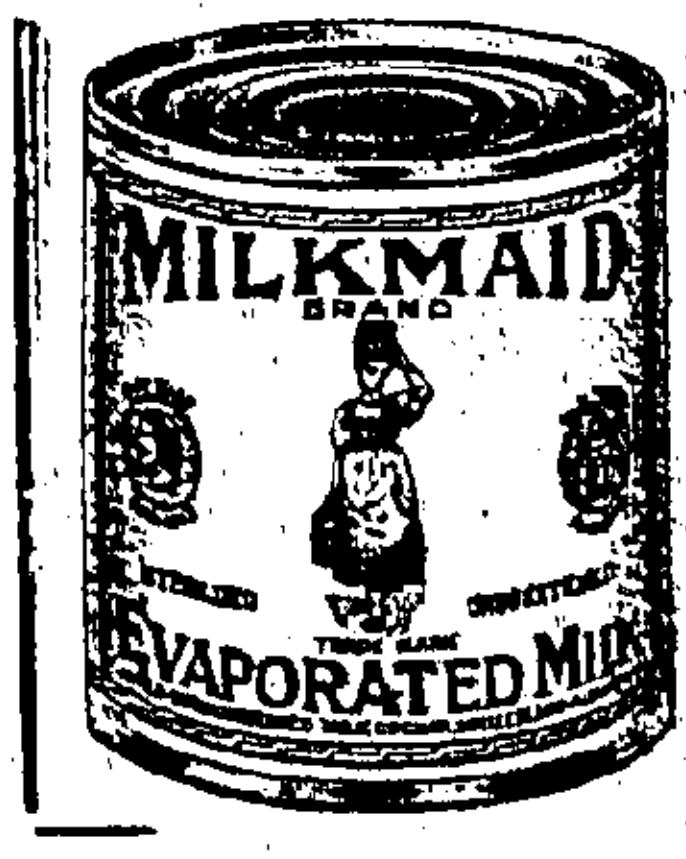
THE GERMAN PRISONERS AT KURUME.
Rules and Regulations.

From the 1st instant, says the Asahi, a set of minor rules adopted by the authorities was put into force at the Kurume prison. The officials can visit prisoners on Wednesdays, interviews being limited to half an hour. Mondays and Wednesdays are the days for letter-writing, the letters to be inspected and stamped by the authorities. The post office has instructions as to forward any letters without the inspection stamp. There is a canteen in two departments, one for articles of food and drink, the other for various articles such as the prisoners may find necessary. The following timetable has been adopted: Monday—military drill from 8 to 10.30 a.m., instruction in the Japanese language from 3 to 4 p.m., Tuesday—physical exercise from 8 to 10.30 a.m., repairing of clothes in the afternoon; Wednesday—military drill from 8 to 10.30 a.m., library within a restricted area from 2 to 4 p.m., Thursday—military drill from 8 to 10.30 a.m., study from 3 to 4 p.m., Friday—physical exercise from 8 to 10.30 a.m., repairing clothes in the afternoon; Saturday—cleaning of rooms from 8.30 to 9 a.m., inspection of rooms from 10 to 11.30 a.m.; on Sunday the prisoners can occupy themselves how they like.

CHAMBERLAIN'S COUGH REMEDY.
When you have a bad cold you want a remedy that will not only give relief, but effect a prompt and permanent cure, a remedy that is pleasant to take, a remedy that cures without injuring. Chamberlain's Cough Remedy meets all these requirements. It acts on nature's plan, relieves the lungs, aids expectoration, opens the secretions and restores the system to a healthy condition. This remedy has a world-wide reputation, and is always on hand in every household. For sale by all Chemists and Druggists.

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HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG
TUESDAY, 17th NOVEMBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
6 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

WEDNESDAY, 18th NOVEMBER.
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
5 P.M. 'SUI AN.' 5 P.M. 'FATSHAN.'

Single Fare by Night steamer \$ 8.00
Return Fare by Night (available also for Return by Day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board all next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.
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HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
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MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.
SUNDAY, 22nd NOVEMBER.
The Company's new Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
and return from Macao at 2 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.
CANTON-MACAO LINE.
S.S. 'HOISING.'
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.
S.S. 'SALNAM,' 638 Tons, and S.S. 'NANNING,' 669 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 6 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers, 'LUNYAN' and 'SANUL.' These vessels have superior cabin accommodation and are lighted throughout by electricity. Electric fans in each cabin.
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life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
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OLD GERMANIA.

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requested to make immediate payment to
me, and those having claims against the
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lars thereof.THOMAS FREDERICK ROUGH,
Care of Rogers & Hong,
A. Des Vaux Road,
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HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS desiring to Subscribing for
a SUBSCRIPTION GRIFFIN for
the next Race Meeting will please
send their names to the undersigned
on or before the 20th November.T. F. HOUGH,
Clerk of the Course.
Hongkong, 12th November, 1914. 1187

DAIRY FARM NEWS.

HAM & BACON.

Absolutely the best in the Colony.

BREAKFAST BACON

in rashers...90 cts per lb.

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HAM...85 & 95 cts per lb.

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TOTAL FUND at 31st December, 1913,

£23,622,185.

Authorized Capital £6,000,000

Subscribed Capital £2,500,000

Paid up Capital £2,437,500

Fire Fund £3,298,114

Life & Annuity Fund £16,136,100

Sinking Fund Account £8,813

£23,561,268

Revenue Fire Branch £2,667,158

Life and Annuity 1,973,289

Branches 1,973,289

Revenue Marine Department 292,892

Other Receipts 430,193

£2,923,512

The Accumulated Funds of the various
branches are separately invested, and, by
Act of Parliament, are not liable to meet
the claims of the respective Depart-
ments of the Company's Business.

SHEWAN TOMES & CO.

Agents.

Even have let your appetite, one of
the best variety of dainties at the
ALEXANDRA CAFE, to suit to temptAMULET
SMOKING
MIXTURE
OF RARE AND
INDESCRIBABLE
CHARM.PACKED IN
Hermetically Sealed
Oblong Tins.

Prices 2 oz tin ... 50 cents

4 " ... \$1.00

Sold by—Kelly & Walsh Lane, Crawford & Co.
and A. S. Watson & Co., Ltd.

THE SHANGHAI RACES.

THE SECOND DAY.

Tuesday, November 10, 1914.

Although the weather yesterday was
far brighter than on the opening day,
the attendance was very little larger
as regards the men, says the "N. C.
Daily News."The course was drier and faster than
on Monday, but there was still a north-
easterly breeze sufficiently strong to spoil
the finishing quarters. The racing was
again interesting and fields were good,
with the exception of that for the Rubi-
con Plate, in which only five ponies
started.The longest distance race—the Luna Miau
Stakes—in which Burtonhill just man-
aged to beat Sir Pelicans, a former
Champion, winner, by a short head,
with Perseverance in third place only
half a length behind.The SHANGHAI STAKES.—Value, £1,500.
Second pony, £150. Third pony,
£75. For China ponies. Weight for
inches as per scale. Ponies that
have started at this meeting and not
won a race allowed 5 lb. Bona-fide
graffins of this meeting allowed 7 lb.
Allowances not accumulative.—One
mile and a half.Mr. W. S. Jackson's grey Suffolk, late
Sundaway (Mr. Burkill) ... 158-1
Mr. Henry Morris's dun Cornfield
(Mr. Stewart) ... 158-2
Mr. John Peel's grey Lockerie
(Mr. Johnston) ... 158-3
Mr. G. D. Coult's dun The Trader
(Mr. Dalgleish) ... 158-4
Mr. Ellis Kadon's grey Fijian Chief
(Mr. Moller) ... 158-5
Mr. Robson's grey The Rotter (Mr.
McMichael) ... 158-6
Mr. Oswald's brown Bentley (Mr.
Rowe) ... 158-7The B. P. Kong's grey The Gay
Bird (Mr. J. K. Brand) ... 158-8
Sir Paul's chey Jewel Aster (Mr.
Heard) ... 158-9The Shanghai Stakes, one of the best
meets of the day for old ponies, drew
out nine starters. The Rotter and Ben-
tley took the lead, and on passing the
stand for the first time Bentley led from
The Trader, with The Rotter third,
three lengths ahead of Lockerie. On
passing the public stand The Trader
went to the front, and at the mile post
was leading from The Rotter and Ben-
tley. At Cornfield, Cornfield began to go
up at the outside and took fourth place,
with Fijian Chief fifth. The Trader was
out with a lead of three lengths from
The Rotter at the three-quarter mile
post, with Bentley three lengths behind.
Cornfield dropped back a little, and
Fijian Chief went up to third place. At
the half-mile The Trader was still lead-
ing by three lengths from The Rotter,
but Lockerie came up and got into
second place. The Trader led the field
at the Monument, followed by Lockerie,
Suffolk (late Sundaway) and Corn-
field. The Trader led into the home
straight, but Suffolk came into second
place and then passed the leader, estab-
lishing a good lead. Lockerie, The
Trader, Cornfield and The Gay Bird were
well placed, and Cornfield secured sec-
ond place half a length in front of
Lockerie, who just snatched third place
from The Gay Bird. Suffolk won by
five lengths. Time, 3 min. 21 2/5 sec.The RUBY STAKES.—Value, £1,500.
Second pony, £150. Third pony,
£75. For China ponies. Weight for
inches as per scale. Ponies that
have never been placed allowed
5 lb.—One mile and a quarter.Messrs. Toog and Speelman's brown
Swanee (Mr. Heurl) ... 158-1
Mr. Shunghai's chey Peter (Mr. Dal-
gleish) ... 158-2
Mr. John Peel's grey Moffat (Mr.
Johnstone) ... 158-3
Mr. Evelyn's black Sir Eager (Mr.
J. I. Ezra) ... 158-4
Mr. Ellis Kadon's grey Saxon Chief
(Mr. Moller) ... 158-5
Mr. Pernay's grey The Game Bird
(Mr. McMichael) ... 158-6
Mr. Beattie's grey Partisan (Mr.
Jones) ... 158-7
Mr. Union's bay Britannia (Mr.
Rowe) ... 158-8
Mr. Union's grey Historic (Mr. H.
Seib) ... 158-9
Sir Paul's chey Jewel Aster (Mr.
Burkill) ... 158-10
Sir Vanchillo's grey Rap-Rap, late
Lieblich (Mr. Lindsay) ... 158-11
Messrs. Winston and Hasty's grey
The Woodcock (Mr. Hm) ... 158-12Even a good start Partisan took the
lead, followed by Peter and Britannia,
and at the milepost the order was—
Partisan, Rap-Rap, Saxon Chief and
Peter. Along the back straight Partisan
went out with a lead of six lengths
from Rap-Rap and Jewel Aster. Saxon
Chief went up into third place at the
three-quarter mile post. Partisan came
back to the field rounding Probst's
corner, Historic now being second, Saxon
Chief third and Rap-Rap fourth. At
the Monument Partisan still led by two
lengths from Historic and Saxon Chief.
Historic then took the lead, but was
beaten immediately upon entering the
home straight, where Swanee went first,
closely followed by Peter and Moffat.
The leader was not seriously challenged,
and finished two lengths ahead of Peter,
who beat Moffat for second place by
three-quarters of a length. Time, 2 min.
48 sec.The SUCRAW PLATE.—Value, £1,250.
Second pony, £125. Third pony,
£62 1/2. For all China ponies.
Weight for inches as per scale.
Winners at this meeting 5 lb. extra.
Unplaced ponies at this meeting
allowed 5 lb.—One mile and a quarter.Mr. Lamerton's chey Bornite (Mr.
Rowe) ... 158-1
Mr. John Peel's white President (Mr.
Johnstone) ... 158-2
Mr. Ellis Kadon's grey Fijian Chief
(Mr. Moller) ... 158-3
Mr. Habitant's grey Helio (Mr.
Lindsay) ... 158-4
Mr. G. H. Thomson's grey Paladin
(Mr. Burkill) ... 158-5
Mr. McGhee's grey Vahes (Mr.
McGhee) ... 158-6
Mr. G. D. Coult's dun The Trader
(Mr. Dalgleish) ... 158-7
Mr. R. Macgregor's grey Ye Magician
(Mr. Stewart) ... 158-8
Mr. Farn's bay Neptune (Mr.
Ezra) ... 158-9
The B. P. Kong's grey The Grey
Bird (Mr. J. K. Brand) ... 158-10
Sir Paul's grey Sunlight (Mr.
Heard) ... 158-11
Messrs. Winston and Hasty's grey
The Woodcock (Mr. Hm) ... 158-12COUGHING INTO
CONSUMPTION"Only a Cough," but you stop
while it is ONLY a cough.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS

Prices: 51.25 and 92.25

Twelve ponies faced the starter for
the last race of the day. Vahes took
the lead, followed by The Trader and
Helio. At the mile post The Trader
held a short lead from Vahes with
President and Helio running level in
third place. At the half mile post The
Trader had increased his lead to eight
lengths, President being third, Bornite
fourth and Paladin coming up into fifth
place. Rounding Probst's corner Pala-
din went into third place. At the
Monument The Trader had a five
lengths lead from President, Paladin
being still third and Bornite dropping
back slightly. Into the home straight
The Trader was passed by Paladin and
President, and there two raced practi-
cally level for part of the distance.
Bornite again coming up strongly in
third position. President gained the
lead and Paladin was passed by Bornite,
who strongly challenged the leader and
won a fine race by a length. Fijian
Chief and The Gay Bird had a
great finish for third place, and the
Chief secured the position only by a
short head, a length behind President.
Time, 2 min. 40 2/3 sec.Ponies. Win. Place.
Bornite 37 05
President 103 163
Fijian Chief 41 07Total shares taken 652,100
Dividends—Win. \$80.00
Places, \$20.00, \$11.50, \$15.00

THIRD DAY.

Wednesday, November 11, 1914.

Champions day was favoured with
bright sunshine, and the course was
considerably faster than on the first two
days of the meeting. Before the tiffin
interval there was again a northerly
breeze, but in the afternoon the wind
veered round to the East.In the opening race, President, as
predicted, gained his first victory of the
meeting, and his time 1.48.1 was less
than three seconds outside the record
for the distance (7 furlongs). He passed
the post only three-quarters of a length
ahead of Ye Magician, who, in turn,
beat Aldwych out of second place by
only half a length.The race for the Jockey Cup resulted
in a very easy win for Mr. S. A. Suth-
on Historic, who passed the post many
lengths ahead of Sir Eager, with Perse-
verance in third place. The Time of
2.44.2 compared very favourably with
that of the following race—the Consola-
tion Cup—which was won by Concession
by a length from Peter, in 2.47.4.The programme for the third day's
racing at this meeting had been al-
tered, in that the Consolation Cup was
made the fifth race, with the Consola-
tion Cup to follow, and that the
Manchu Stakes was not run until after
the Champions had been decided.This enabled Concession, who had taken
second place in the Pari-mutuel Cup and
won the race for the Consolation Cup,
to compete for a third time in one day
day—in the Champions Sweepstakes.In the chief event, the field was very
small, consisting of only seven ponies,
but every starter had figured promi-
nently at this or previous meetings at
Shanghai and Kiangwan, and there was
not a griffin of the meeting amongst
them. Suffolk (late Sandiway) was a
hot favourite, with Castelfield also
strongly supported. Bornite and Fu-
tunist coming next in the order of
public favour. The supporters of the
favourite met with a great disappoint-
ment. After Futunist had set the pace
for three-quarters of a mile, Cornfield
took up the running for the benefit of
his stable companion and performed his
task well. Rounding the bend into the
home straight, Suffolk flattered only to
deceive, and in the run home Castelfield
came away in splendid style, followed
by Concession, and won fairly easily
from the latter pony by two lengths.
Concession gaining second place by three-
quarters of a length from Suffolk.
Cornfield was well up in fourth place,
and Bornite was fifth. The time was
2.50.4.The JOCKEY CUP.—Value, £1,200.
Second pony, £120. Third pony,
£60. A Cup value \$100, present-
ed to the winning jockey. For China
ponies that have started at this meet-
ing and never won a race. Weight
for inches as per scale. To be ridden
by jockeys who have never had more
than two winning mounts at Shang-
hai, Hongkong or Tientsin. Jockeys
non-winners allowed 5 lb., winners of

(Continued on page 5.)

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(PUBLISHED ANNUALLY)ENABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERS
in each class of goods. Besides being a
complete commercial guide to London and
suburbs, the directory contains lists of
EXPORT MERCHANTS
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leading Manufacturers, Merchants, etc.,
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never obscures our idea of
eyeglass service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charge.We use every scienti-
fic method of value in
testing the sightFOR ALL EYE TROUBLES
CONSULT US.CLARK & Co.
SCIENTIFIC OPTICIAN
YORK BLVD. CHATER RD.
HONGKONG
Hongkong, May 25, 1914.

INTIMATIONS

WANTED.

SMALL FURNISHED HOUSE or
FLAT. Hongkong or Kowloon.Apply
C/o "CHINA MAIL" Office.
Hongkong, Nov. 13, 1914. 1191

FOR SALE CHEAP.

CENTRE-BOARD SAILING BOAT
"FOAM": 13 x 6, decked, carries
300 lbs. weight. Good single hander;
complete with mooring, etc.—
Apply "FOAM."
Care of CHINA MAIL Office.
Hongkong, Nov. 16, 1914. 1204LANCASHIRE INSURANCE
COMPANY.NOW REOPENED IN
THE ROYAL INSURANCE
COMPANY LIMITED.HAVING been appointed Agents for
the above Company we are prepared
to accept RISKS against FIRE at current
rates.DAVID SASSOON & Co., Ltd.
Hongkong, Nov. 16, 1914. 1206

NOTICE

WE, the undersigned, have purchased
all the Goods of Messrs. ABDOLLA
& SONS, dealing in drapery business in
No. 50, Hollywood Road, and will pay
for same on the 20th instant.We do not hold ourselves responsible
for any liabilities incurred by the said
Messrs. ABDOLLA & SONS.SING LUNG CO.
Hongkong, November 16, 1914. 1210

NOTICE

W. & A. GILBEY'S WINES & SPIRITS.

A. S. WATSON & Co. Limited
have been appointed
AGENTS for Messrs. W. & A. Gilbey's
Wines and Spirits.
A. S. WATSON & Co. Ltd.
Hongkong, Oct. 23, 1914. 1114

YEW LEE & Co.

At Cheong and L. Hansen.

STEVEDORES, SHIP-CHANDLERS,
COMPEADORES and COAL MERCHANTS.
15, LES TERN STREET, WY.
Telephone No. 1230.
Hongkong, Oct. 23, 1914. 1145

FRENCH LESSONS

G. MOUSSION,

15, Morrison Hill Road.

THE CHINA MAIL

TYPHOON

MAP and

GUIDE

Enables one to locate the centre

of a Typhoon

MOUNTED ON CARDBOARD AND
TAPED FOR HANDING

Price 40 Cents.

Printed and Sold by the CHINA MAIL OFFICE.

R. S. WATSON & Co., Ltd.

ESTABLISHED 72 YEARS.

CHEMISTS, DRUGGISTS & PERFUMERS,

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

WATSON'S
EFFERVESCENT LIVER SALT.

This Valuable Preparation speedily relieves Biliousness, Sickheadache and all derangements of the Stomach. It purifies the Blood by imparting the natural saline elements necessary to a healthy and vigorous condition.

WATSON'S

CELEBRATED

COLD CURE TABLETS.

Give immediate relief and a speedy cure. Invaluable for Cold in the head, Influenza and Neuralgia.

WM. POWELL LTD.

PHONE 348

NOW SHOWING

GENTLEMEN'S

FELT & STRAW HATS

MADE BY

GLYN & Co.

41 OLD BOND ST.

LONDON, W.

SMART SHAPES

NEW COLOURS

PERFECT FITTING

SEE WINDOWS

Wm. Powell, Ltd.

SOLE AGENTS FOR

GLYN'S SPECIALITIES.

THE DIARY.

MEMOS. FOR TO-MORROW.

2.50 p.m.—Auction of Chinese Porcelain.

etc. at Messrs. Hughes and Hough's.

4 p.m.—"Blue Bird" Matinee at Theatre Royal.

General Memoranda.

FRIDAY, November 20—

List for Subscription Gifts closes.

SATURDAY, November 21—

Royal H.K. Yacht Club's Opening Cruise.

Noon—Extraordinary Meeting of the Hongkong Jockey Club.

2.30 p.m.—Auction of Furniture etc. at Messrs. Hughes and Hough's.

SUNDAY, November 22—

Field Day for H.K.V. Reserves.

8 a.m.—Excursion to Macao.

THE EDWARD DISPENSARY,

C. KAMMING & Co., Ltd.

Chemists and Druggists.

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, Etc.

2A, QUEEN'S ROAD, HONGKONG.

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who stands revealed as a host of prey that the firm will of our planet finally repudiates. We have here no wretched slaves dragged along by a tyrant king who alone is responsible. Nations have the government they deserve, or rather the government they have is truly no more than a magnified public projection of the private morality and mentality of the nation.

If eighty million innocent people merely expose the inherent falseness and superficiality of their innocence—and it is a monster they maintain at their head who stands for all that is true in their nature, because it is he who represents the eternal aspirations of their race, who lie far deeper than their apparent transient virtues—let there be no suggestion of error, of intelligent people having been tricked and misled. No nation can be deceived that does not wish to be deceived. It is not intelligence that Germany lacks. In the sphere of intellect such things are not possible, nor in the region of the enlightened, reflecting will. No nation permits herself to be coerced into the one crime man can not pardon. It is of her own accord she hastens toward it. Her chief need is no need to persuade. It is she who urges him on.

We have forces here quite different from those on the surface, he continues, "forces that are secret, irresistible, profound."

It is these we must judge, must crush under heel once for all, for they are the only ones that will not be improved, softened or brought into line by experience, progress, or even the bitterest lessons. They are unalterable, immovable. Their springs lie far beneath hope or influence. They must be destroyed as we destroy a nest of wasps, since we know these never can change into a nest of bees. Even though individually and singly, Germans are all innocent and merely led astray, they are none the less guilty in mass. This is the guilt that counts—that alone is actual and real, because it lays bare underneath their superficial innocence the subconscious criminality of all. No influence can prevail on the unconscious or subconscious. It never evolves. Let there come a thousand years of civilization, a thousand years of peace, with all possible refinements, art and education, the German spirit which is its under lying element will remain absolutely the same as to-day, and would declare itself when the opportunity came under the same aspect with the same infamy. Through the whole course of history two distinct will powers have been noticed that would seem to be the opposing elemental manifestations of our globe, one seeking only evil, injustice, tyranny, suffering, the other striving for liberty, right, radiance, joy. These two powers stand once again face to face. Our opportunity is to annihilate the one that comes from below. Let us know how to be pitiless that we may have no more need for pity. It is the measure of organic defence; it is essential that the modern world should stamp out Prussian militarism as it would stamp out a poisonous fungus that for half a century had poisoned its days. The health of our planet is the question. To-morrow the United States and Europe will have to take measures for the conservation of the earth.

As we have stated, the poet expresses himself with great freedom, as seems to be habitual with poets. He does not mince matters. He knows Germany and the Germans and, with convincing directness, he points the true path by which Pan-Germanic arrogance and Prussian bluster must be dealt with and effectively smashed.

On the occasion of the fifth and final performance of "The Blue Bird" on Saturday the seats in the Dress Circle and Stalls will be sold at 82 each.

The trials of the N.Y.K. European Line steamer "Mitsubishi" which was built at the Mitsui Bishi Dockyard Company at Nagasaki, were successfully carried out on October 20. The vessel attained a speed of 16.68 knots, the contract speed being 16.25 knots.

Eleven colts were charged with gambling at 14 Government House, before Mr. Melbourn at the Magistrate's Court. The house was raided a week ago and 10 of the present defendants were arrested. Each was fined \$5. Charges of keeping a gaming saloon, "brothel" and the first and second defendants were dismissed.

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NEWS OF THE DAY.

LOCAL AND GENERAL.

Descriptions of the principal scenes run on the second and third days of the recent Shanghai meeting are to be found on pages 2 and 3.

The Chinese licensee of a tea house, 311 Queen's Road Central, was fined \$25 for allowing wine to be consumed on his premises contrary to the provisions of his license. Detective Clark said he visited the place and found three men drinking tea and three men drinking wine.

The return of the Nippon Yusen Kaisha for the year ended September 30 shows a fairly large loss, owing to a serious decrease in freight and the maintenance of competition on the Calcutta route. However, the usual rate of dividend at 10 per cent. will be maintained, drawing on the dividend equalization fund.

"How Heroes are Made" is the title of a thrilling dramatic film to be screened at the Victoria Theatre tonight. It is produced in six parts, and is the conception of the same film artist who created such an astounding picture as "Anthony and Cleopatra." "Count Yarn" is another high class film, in an excellent programme.

Mr. C. Holstein, managing director of Messrs. Nickel and Lyons, Ltd., Kobe, a German subject, has been arrested and detained by the local Court. A formal charge of abduction has been made. The "Japan Chronicle" says that presumably his "abduction" refers to the case of a Japanese who left Kobe some weeks ago on a German steamer and was found on the Marshall Islands by a Japanese man-of-war. One of the vernacular papers has been publishing thrilling accounts of this man's adventures.

Before Mr. Wood at the Police Magistrate's Court this morning, Inspector General charged a Chinese with the larceny of ten rolls of coarse blue cloth.

P. O. Murphy noticed defendant carrying the cloth, and when the Chinaman saw witness he ran away.

The cloth was identified as having been stolen from a tailor's shop in Shanghai Street, Yuenai.

The Magistrate sentenced prisoner, who was stated to be unemployed and of no fixed abode, to six weeks imprisonment and four hours' stock.

At the Magistrate's Court this morning, a soldier of the 29th, Punjab, was charged with allowing a dozen goats to roam over the Government plantation at the Wanchai Aberdeen Gap.

A forest guard proved to be a goat from amongst a large batch of young plants and taking it to Gough Hill Police Station.

Lieut. Dillon, 20th Punjab, said defendant had been in Kowloon during the last fortnight and knew nothing of the offence. The forest guard, replying to Lieut. Dillon, said that warning notices in Chinese and English, but not in Hindustani, were posted on the plantation.

Mr. Green, prosecuting, said defendant admitted that it was his goat. Continuing, he said that during the last fortnight of the mobilisation the Department had suffered severely. In the present case 200 plants were destroyed which would cost \$30 to replace. The defendant could not go on suffering in that way. He had a goat in some cases it could be avoided.

Lieut. Dillon observed that the men did not know where to take the goats as there were no notices in their language. The case was adjourned until to-morrow.

THE REPORTED GERMAN CRUELTY TO A NURSE.

Kate Home, 17, was charged at Dumfries House with having stolen a forged letter purporting to be written by her sister, Nurse Grace Home, Huddersfield. She declined to make any statement, on the advice of her agent, and was committed to prison to await trial.

It may be recalled that there was published recently a note purporting to have been written to a sister in Dumfries by a Nurse Home, when in a dying condition in Belgium after having been cruelly maltreated by German soldiers, and a covering letter from a nurse companion. These reports were not printed in "The Times," but were the subject of a leading article, in which it was suggested that they were due either to a German attempt to discredit all stories of atrocities or to a serious form of hysteria. The Secretary for Scotland announced last week that it had been reported to him by the Procurator Fiscal for Dumfriesshire that the story was a fabrication. "Times" Weekly.

THE NEW LORD MAYOR.

The Liverpool City of the City of London assembled in Common Hall at Guildhall and unanimously elected Alderman Sir Charles Johnston, Lord Mayor for the ensuing year. Before the ceremony the Corporation attended Divine Service at St. Lawrence Jewry, where a sermon was preached by the Rev. P. Clement Smith, chaplain to the Lord Mayor.

The Lord Mayor, Sir Charles Johnston, was born at Liverpool in 1848 and educated at Bowdoin College, where he was elected a member of the Phi Kappa Phi Honor Society. He was a member of the "Ironclad" Company, and married, in 1887, Isabella, daughter of Mr. Joseph Adams.

Eleven colts were charged with gambling at 14 Government House, before Mr. Melbourn at the Magistrate's Court. The house was raided a week ago and 10 of the present defendants were arrested. Each was fined \$5. Charges of keeping a gaming saloon, "brothel" and the first and second defendants were dismissed.

On the occasion of the fifth and final performance of "The Blue Bird" on Saturday the seats in the Dress Circle and Stalls will be sold at 82 each.

THE ACTION AGAINST THE TRAMWAY CO.

PLAINTIFF AWARDED DAMAGES.

In the Summary Court this morning Mr. Justice Hazell delivered his considered judgment in the action for damages for wrongful arrest brought against the Hongkong Tramway Company Ltd., by J. S. Chalmers, a surveyor in the Public Works Department. His Lordship found for the plaintiff, awarding him \$250 and costs.

Plaintiff rode on a tramway car from Shaikwan to the Post Office and on showing his ticket to one of the company's inspectors on the Causeway Bay Wharf Street section was told that it was not the proper ticket. Plaintiff contended that it was the ticket issued to him, and the conductor admitted that plaintiff had paid his fare. Plaintiff went to the police station with a Sikh policeman who was called by the inspector, and the charges that he was given in custody by the inspector. The police station the officer on duty refused to take the charges.

Mr. F. C. Jenkins, instructed by Mr. P. V. Golding, represented plaintiff, and Mr. R. P. Butler, instructed by Mr. W. F. L. Shenton, of Messrs. Deacon, Looker, Deacon and Haxton, defended.

His Lordship first expressed his views with regard to the witness called on the question whether plaintiff did or did not produce the right ticket. The plaintiff's statement was of the very best and created a most favourable impression on his Lordship's mind. The demeanour of G. J. Spink, whose evidence was taken do bene esse was also excellent. In Cheng, this witness's statement was of the very worst and created a most unfavourable impression; he was moreover aggressive and overbearing. Justice Ashton Young's memory, in his Lordship's opinion, failed him as to what plaintiff told him with respect to what happened to the ticket. It was impossible to think that the plaintiff could have stated to Police Inspector O'Sullivan that he did produce the right ticket and that within a couple of hours he would tell a different story. The witness had to be told that the plaintiff had said to him, whereas Inspector O'Sullivan did take a note with respect to the plaintiff's statement. Lam Kai Chi, clerk to the defendant company, his demeanour was bad and created an unfavourable impression on his Lordship's mind.

On the evidence his Lordship found as a fact that the plaintiff produced the right ticket. Continuing, the Judge said he would first deal with the two questions which plaintiff had to prove (1) whether plaintiff was arrested by a ticket inspector; and (2) if he was arrested by the ticket inspector had that official authority to arrest. On the evidence he found as a fact that the inspector J. Cheung was the moving party in causing the imprisonment of the plaintiff within the meaning of the rule laid down in the case of Warner v. Bidford. As to the second point, his Lordship said he was satisfied on the evidence that the inspector J. Cheung had no knowledge of the verbal instructions and that the order under the instructions issued on page 18 of the printed book of instructions issued by the company to his inspectors.

I need hardly point out to the defendant company, his Lordship added, the inconvenience and great danger of having different sets of instructions—verbal instructions that they are not to arrest, and written instructions both in English and Chinese that they can arrest. As to the question of damages Mr. Justice Hazell said: "A big distinction has to be made between a case where a person is taken forcibly to the station and where he is requested to walk to the station by the side of a constable. In trying a case for false imprisonment a few weeks ago where the facts were similar I awarded a sum of \$250. That in my opinion is the sum which I should award in the case. Judgment for plaintiff for \$250 and costs; I certify for counsel."

ALLEGED THEFT FROM THE PACIFIC MAIL S.S. CO.

Before Mr. Wood at the Magistrate's Court yesterday afternoon, a woman and two men were charged with stealing several bars of pig iron and a quantity of bone meal, the property of the Pacific Mail S.S. Company.

Mr. Lewis, of Messrs. Johnston, Stokes and Master, appeared on behalf of the Company and Mr. Crew, of Messrs. Hastings and Hastings, defended.

Two other persons charged with receiving, were discharged on the application of Mr. Lewis. From enquiries made those two people had acted innocently, and would give evidence on the larceny charges.

Mr. Lewis said cargo boat number 1108 on which the first three defendants were employed and of which the woman was the mistress was engaged by the Pacific Mail Co. for the purpose of taking a quantity of pig iron and bone meal from the S.S. Co. (Messrs. Jardine, Matheson & Co.) to the Pacific Company's godown. They received on board their junk 1,600 bars of pig iron and they also received 240 bags of bone meal, which was duly tallied. Defendants subsequently discharged 1,600 bars of pig iron and 240 bags of bone meal. During the night the cargo boat stayed in the typhoon refuge. Early the following morning another junk, engaged by the persons discharged, came alongside and received on board 600 bars of pig iron and some bags of bone meal of the defendants' boat. The tallies employed were bamboo tallies. It was suggested that defendants broke up the iron bars and removed a quantity of bone meal from each bag handed out. Evidence was then given.

Mr. Crew interposing said his instructions were that no bone meal was to be taken from the defendants' junk. A Chinese constable, said at the Lee Kai Wharf, Yuenai, in company with another constable, saw a cargo boat number 1088 discharging iron and loading it on a truck.

A talliesman at the godown said that he received the pig iron on a different date to that on which he received the bone meal.

The case was adjourned until Wednesday.

SCOTTISH LETTER.

(From Our Scottish Correspondent.)

EDINBURGH, October 8.

SCOTTISH TRADE AND THE WAR.

At the moment there are superficially no signs of slackening in Scottish trade. Vast quantities of goods are being sent to the front in the night of our army's Navy. Merchants are to be found in their offices, and commercial staffs seem busy. No processions of unemployed pass along our streets, and there is no instant outbreak on a large scale for relief. Our cities wear their normal aspect: "Business as usual." But things are not quite what they seem. Industrial stability appears to be unshaken, yet it is questionable. So much may be ascertained by those who probe beneath the surface of things. Among the mercantile community it is to be detected a note of anxiety. Office staffs are depleted, owing in some measure to the gallant response to the call for patriotism, but also to the necessity for the closing of a house in Hamburg paralyses the energies of a merchant in Leith.

Thus Glasgow war-houses do nothing but a stoppage in Paris. It is too early to measure the loss statistically; but undoubtedly many merchants are seriously affected; and all over there is a feeling of dark uncertainty.

The great industries on the Clyde, one of the main nerves of our Scottish industrial system, are in full force. The squads in the yards are probably more numerous than ever, and in some cases they are working by night as well as by day. In the engineering and iron works no serious vitality is revealed; and in those engaged in the production of the instruments of war labour continues without pause. In several other of our leading industries the situation cannot be described as gloomy, and the prospect is well without bright patches. It is true that some are on short time. Textile factories, especially those concerned with the production of articles which may be regarded more or less as luxuries, have been affected; but there is yet no serious danger. The coal trade in the West of Scotland has slackened somewhat, though not materially. The steel of war is more keenly felt in the Fifehire coalfield, from which the Continental exports are heavy. It is an ill wind that blows nobody good, and in this case the wind would seem to be blowing in the direction of the iron and steel industry. Relieved of the competition of Germany and Austria-Hungary, which together imported to this country in 1913 a value of £1,000,000, British manufacturers have now the home market to themselves, while in the neutral markets of the world America is their only competitor. Prior to the opening of hostilities, a huge surplus of German goods was landed in this country, and huge supplies will exist. Obviously, however, time is with the steel manufacturers, and the German stocks exhausted, shipbuilders, who largely benefited from the German exports, will be compelled to use the home manufactured articles.

The Border country, the seat of the woolen and tweed trades of Scotland, suffered severely from the stoppage of its export trade. But the position has enormously improved, largely on account of Government orders for cloth for the army, and at present there is an actual shortage of labour for the mills in the basin of the Tweed.

The East Coast ports were heavily hit by the suspension of trade with the Continent, notably Leith, Methil, and Aberdeen. And of course there is little hope of any change for the better until the close of the war. The fishing industry on the East Coast, as I have already written you, has also been practically paralysed. Indeed, no portion of the community is suffering more than the fishermen and the many people dependent upon them. The present state of affairs in the North Sea precludes the trawlers from following the fishing in any but a very limited manner. Line fishermen are also affected. The herring fishing this year has been a total failure through the war, and as a consequence Aberdeen northwards the whole fishing population is very adversely affected. Catches of salmon and other parts of the Continent having been their chief market, and some who have been trading with Germany will not see their money until the war is over, if even then.

EDINBURGH UNIVERSITY RECRUITS.

The University of Edinburgh has opened the session in circumstances without parallel. When the classes in the Faculty of Medicine were resumed this week, the figures of matriculation showed a fall of fully 400. As the session gets under weight, that total is likely to be considerably exceeded. Of the University Officers Training Corps, 230 members have received commissions—artillery, 111; infantry, 78; engineers, 10; medical, 31; while over 60 form the field ambulance section of the Scottish Horse. About 100 are Territorials, and between Edinburgh's new battalions, Scottish Border, and Devon, when all are summed up between students and graduates the total sent to the Army should exceed 1000. Quite a number of the teaching staff are also with the colours.

SOME IN FRANCE.

I went out to one of the British bases, a correspondent of the "Morning Post," where I witnessed the first military funeral I had seen in France. A Highlander died in one of the hospital trains coming from the front. I could not learn his regiment, but a pipe of the London Scottish played a Highland march behind the artillery division, which carried the coffin. The scene was impressive and simple, and it deeply affected the French people who joined in the cortege in numbers. Healy, private of the 1st Battalion, A Chery, 1st and 2nd London Scottish. They are a subject of wonder to the surrounding French folk, in whom I found quaintest views to trace differences in character between the Scots and the English, because they cannot put over the question of the "punk" pipe.

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the largest-selling cough medicine in the world to-day, because it does exactly what a cough remedy is supposed to do. It stops the cough by soothing the inflamed throat, and it soothes the inflamed throat by soothing the inflamed throat. It is a simple, safe, and effective remedy for all coughs and colds.

A NEW P. & O. MAIL STEAMER.

The P. & O. Company's new steamer "Kaiser-i-Hind," so named in commemoration of the visit of their majesties the King and Queen to India in connection with the Imperial Durbar of 1911-12 (at which time the vessel was projected), has been completed at the yard of Messrs. Caird & Co., Greenock. She is of 11,430 tons gross register with a length of 320 feet; breadth 61 feet; depth, amidships, 33.3 feet and is driven by two sets of quadruple expansion reciprocating engines developing 16,000 horse-power. While she embodies the general design of recent steamers of the "M" class, her internal planning presents a further development of this favourite type among P. & O. steamers; and, being intended more especially for the company's mail and passenger services between London, Marseilles and Bombay, all her arrangements are to meet that particular trade.

In the first saloon cabins, upper berths are almost entirely absent, most of the cabins contain only two berths, and there are besides numerous single-berth cabins. A large majority of the cabins are furnished with cot beds, washbasins, writing tables, etc. for each bed throughout the ship there is provided a portable reading lamp; the free provision of a fan in each cabin; and a special arrangement for the ventilation of the ship. The passenger cabins include a full accommodation in the shape of cabins de-luxe and bedrooms with bathroom attached. Water is laid on in all cabins by means of a pump, and a special arrangement for the ventilation of the ship. The passenger cabins include a full accommodation in the shape of cabins de-luxe and bedrooms with bathroom attached. Water is laid on in all cabins by means of a pump, and a special arrangement for the ventilation of the ship.

The sixth and uppermost deck, the boat-deck, will, while intended for general use, be of especial value to passengers as an observation deck. Beneath the boat-deck, sheltered promenade with decks, flanking the main saloon and a double range of cabins, extend throughout the midship length of the vessel. On the lower deck, the first-class smoking saloon, a handsomely designed apartment with a glass-domed roof, including among its comfortable appointments lounge seats, electric electric punka etc., while, at the after end, access is had to a fine verandah. Aft the after well, the deck is continued as an awning covered promenade pool-deck of considerable area for the enjoyment of second saloon passengers. Below, on the burnside and promenade decks respectively, are the second-class smoking and smoking saloons, and the second dining saloon, all comfortably furnished with well-ventilated and spacious.

The first dining saloon is situated forward of the midship section on the upper deck, with a seating capacity for some 300 passengers and, like the second dining saloon, extends through the width of the ship. This saloon, in common with the ship's other public apartments has been constructed internally from the designs of Mr. T. E. Colclough, with mural decorations and ensembles designed by Professor Motz; it is approached from the decks above and below by a handsome companion staircase and is lighted from the sides by 22 large circular portholes and from above by an oval wall which rises through the main saloon and extends to the promenade deck, where it terminates in a large stained-glass dome. In the ends and sides of which Professor Motz's pictures are placed. The music saloon is extensive and lofty, the rich but quiet tones of its furniture and carpets, and its recessed writing tables give it an air of repose; while at the after end, next the companion communicating with other decks are the cabins containing the ship's library. The luxuriously furnished dining saloon, including the verandah, and the music saloon, is a most spacious and comfortable saloon, and its recessed writing tables give it an air of repose; while at the after end, next the companion communicating with other decks are the cabins containing the ship's library. The luxuriously furnished dining saloon, including the verandah, and the music saloon, is a most spacious and comfortable saloon, and its recessed writing tables give it an air of repose; while at the after end, next the companion communicating with other decks are the cabins containing the ship's library.

The "Kaiser-i-Hind" has an electric laundry capable of dealing, on voyage, with passengers' needs in the matter of fresh linen and is fitted with a powerful station of wireless telegraphy on the Marconi system in charge of skilled operators. At the disposal of the purser's department is a modern refrigerator plant with considerable storage capacity ensuring ample supply and variety of fruit and provisions during the voyage. The first and second saloon galleys are moreover fitted with up-to-date electrical devices as adjuncts to the services of the culinary staff.

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SOCIAL AND PERSONAL.

Several local residents arrived from Home to-day by the P. & O. A. S. "Nagaya." The list of passengers, which includes a number of Russian Naval officers from Penang, will be found on page 8.

The death of Mr. James L. Chalmers, a Commissioner of the Chinese Maritime Customs, attached to the Statistical Department at Shanghai, occurred at his home there yesterday. Mr. Chalmers was the author for some years past of the able review of the foreign trade of China, published as an introduction to the abstract of the annual statistical returns. By his death the Maritime Customs Service of China has lost a very able officer. Mr. Chalmers had been seriously ill for some time. His widow is a daughter of Mrs. Davidson, who for the past twelve months has been residing in Hongkong with her son and daughter of Mr. Chalmers. Mr. Chalmers and the sympathy of many friends in Hongkong will be extended to the family in their bereavement.

A FAVORITE RUB DOWN.

THE golfer, the football player and the All-England cricketer know the value of Chamberlain's Rubdown. It is

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A. 1, A. 10, Fifth Edition, Engineering First and Second Editions, Western Union, and Winkler.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BEAM AT ORDINARY SPRING TIDE	DEPTH AT ORDINARY SPRING TIDE	RISE OF TIDE SPRINGS	NEATS
KOWLOON					
No. 1 Dock, Kowloon	100'	30'	10'	7'	10'
No. 2 Dock, Kowloon	100'	30'	10'	7'	10'
No. 3 Dock, Kowloon	100'	30'	10'	7'	10'
Patent Slip, No. 1, Kowloon	100'	30'	10'	7'	10'
Patent Slip, No. 2, Kowloon	100'	30'	10'	7'	10'
TAIKOON					
Consolidated Dock	100'	30'	10'	7'	10'
ABERDEEN					
Hope Dock	100'	30'	10'	7'	10'
Lambert Dock	100'	30'	10'	7'	10'

Please Address Enquiries to the Chief Manager,
1407

R. M. DYER, B.Sc., M.I.E.E., Kowloon Dock, Hongkong

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

OUT

Station	6.50	7.42	9.40	11.25	2.00	3.00	5.15	7.30
Kowloon								
Hong Kong	6.54	7.46	9.44	11.29	2.04	3.04	5.19	7.34
Yan Ma Ti	6.59	7.51	9.49	11.34	2.09	3.09	5.24	7.39
Shau Chi	7.10	8.02	10.00	11.45	2.20	3.20	5.35	7.50
Tai Po	7.23	8.15	10.13	11.58	2.33	3.33	5.48	8.03
Tai Po Market	7.27	8.19	10.17	12.02	2.37	3.37	5.52	8.07
Fan Ling	7.38	8.30	10.28	12.13	2.48	3.48	6.03	8.18
Shau Chi	7.39	8.31	10.29	12.14	2.49	3.49	6.04	8.19
Shau Chi	7.44	8.36	10.34	12.19	2.54	3.54	6.09	8.24
Canton	11.20		6.05		6.53			

*Will stop at Shau Chi on notice being given to the guard at Kowloon.

Golfers Train. Sundays and Public Holidays.
Kowloon 8.45 a.m. Tai Po 9.15 Shau Chi 9.30

Sha Tau Kok Branch.

OUT

Station	Dep.	6.06	8.50	12.30	3.50
Fan Ling	Dep.	6.06	8.50	12.30	3.50
Sha Tau Kok	Arr.	7.00	9.15	1.25	4.15

IN

Station	7.15	8.50	11.35	2.55	4.30	6.15	8.25	8.45
Canton	7.15	8.50	11.35	2.55	4.30	6.15	8.25	8.45
Shau Chi	8.12	11.41	3.01	4.36	6.21	8.31		
Fan Ling	8.16	11.44	3.04	4.40	6.24	8.34		
Tai Po Market	8.28	11.55	3.16	4.51	6.40			
Tai Po	8.32	12.01	3.20	4.57	6.43	9.07		
Shau Chi	8.44	12.14	3.38	5.10				
Yan Ma Ti	8.56	12.27	3.49	5.23			9.29	
Hong Kong	9.02	12.31	3.53	5.27				
Kowloon	9.05	12.34	3.56	5.30	6.55	7.08	9.36	

Sha Tau Kok Branch.

IN

Station	Dep.	7.10	9.25	1.45	5.45
Sha Tau Kok	Dep.	7.10	9.25	1.45	5.45
Fan Ling	Arr.	8.10	10.25	2.45	6.15

POST OFFICE NOTICES.

Ships Letter Boxes.
It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
1. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public, for inclusion in their Ship Papers, any but bona fide consignees letters which should be left open for inspection when required.
2. Shipping Companies should state in their communications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
3. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees letters posted in the Ships Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en route to Hong Kong.
4. The above regulations will not affect the licensed Private Letter Boxes carried between Hong Kong and Canton by the vessels belonging to, or managed by the Hongkong, Canton and Macao Steamship Co.
Christmas Mail.
The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this office at 10.30 a.m., on the 20th inst. and will be due to reach London on the 24th Dec. Correspondence intended for this route must be so supervised.
Mails to United Kingdom despatched via Liberia take about a month to reach their destination. The Christmas mail by this route will leave about the same date.
Further particulars will be published later.
War risks are not covered by postal registration or insurance.
Correspondence (including parcels) is being despatched on opportunity offers; but all services are irregular and uncertain and all correspondence is liable to delay.
The Parcel Post Service to France is suspended until further notice.
The Parcel Post and insured letter system to Brazil is suspended.
Notice is given that although every possible precaution is taken to secure the safety of all postal packets which in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Parcels for Belgium, Brazil, Greece or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.
The Parcel Post Service to the United Kingdom is in full working order in both directions by the daily sea route.
The Parcel Post Service to Egypt and India in countries mentioned, served by Egypt is resumed for ordinary parcels only.
Cable, Cyprus, Greece, Syria, Turkey, Italy, Algeria, Tunis, Switzerland and (Suez) Tripoli.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

NOVEMBER 17, 1914. - 24.

Insured Parties will only be accepted
United Kingdom.

The English Mail from Europe is due
to arrive here on the 18th inst., at day-
light.

—

The American Mail is expected to
arrive here on the 19th inst.

—

Mails will close for:
TRAITS, CEYLON & EUROPE.
Per at 9 a.m., on Wednesday,
the 18th Nov.

WATOW.
Per at noon, on Wednesday,
the 18th Nov.

**ATAVIA, SAMARANG, SOURABAYA
& POINT MORESBY (via Batavia.)**
Per at 1 p.m., on Wednesday,
the 18th Nov.

PAKHOI & HAIPHONG.
Per at 1 1/2 a.m., on Thursday,
the 19th Nov.

HONGKONG & NORTH CHINA.
(Europe via Siberia.)
Per on Thursday, the 19th Nov.
Registration 2.30 p.m.
Letters at 3.00 p.m.

Tientsin-Peking Service Shanghai British
Per on Friday, the 20th Nov.

**PHILIPPINE ISLANDS, AUSTRALIA,
TASMANIA, NEW ZEALAND & NEW
GUINEA via THURSDAY ISLAND.**
Per at 10 a.m., on Friday, the
20th Nov.

EUROPE, INDIA via TUTTICORIN.
Per on Friday, the 20th Nov.
Registration at 3 p.m.
Letters at 4 p.m.

AMOI & FOCHOW.
Per at 2 p.m., on Saturday, the
21st Nov.

SWATOW, AMOI & FOCHOW.
Per at 1 p.m., on Tuesday, the
23rd Nov.

PHILIPPINE ISLANDS.
Per at 3 p.m., on Tuesday, the
24th Nov.